Gross Budgetary Support (GBS)	Rs. 50,063 Crores.
National Projects	Rs. 13,572 Crores.
Internal General & Extra Budgetary Resources (IEBR)	Rs. 1,69,654 Crores,
Total	Rs. 2,33,289 Crores.
Private Investment	Rs. 22,620 Crores.
Total	Rs. 2,55,909 Crores.

The important physical targets for the Eleventh Five Year Plan are as under:—

Freight Traffic

Originating Freight—1100 Million Tonnes

Freight—702 Tonne Kilometers Passenger

Traffic

Originating Passenger—8400 Million Passenger

Kilometer—942 Billion Kilometer New Lines—

2,000 Kilometers Gauge Conversion—10,000

Kilometers Doubling—6000 Kilometers

Electrification—3500 Kilometers

(c) and (d) No separate Zone/Division-wise Five Year Plan is prepared.

(e) The Indian Railways network is an integrated system linking various parts of the country including the remote and far flung areas to enable transportation of passengers and goods from the various areas. New lines and gauge conversion works including national projects in Jammu & Kashmir and North-East would enable expansion of the network for wider coverage and adequate funds have been allocated for these works in the Eleventh Plan.

Maintenance and cleanliness of railways

†3523. SHRI SATYAVRAT CHATURVEDI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government is aware that the standard of cleanliness, water and maintenance of coaches in the trains is degrading and railway tracks are also not being maintained properly;

(b) whether it is also a fact that there has been lack of commitment in railway employees resulting in late running of trains and increased number of accidents; and

(c) if so, the steps being taken by Government to improve maintenance and cleanliness etc., of trains and operate trains as per their schedule?

t Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) Before commencement of journey, coaches are intensively cleaned during primary maintenance.' Like-wise coach toilets are also cleaned at the other and before the commencement of journey. Toilets of identified trains are also being cleaned during their stoppage at 'Clean Train Station'. For further improving upon the standard and cleanliness & hygiene in trains, Indian Railways are progressively adopting mechanized cleaning of coaches/ trains in the coaching maintenance depot through professional agencies. An on Board Housekeeping Scheme has also been launched by the Railways to carry out frequent on Board cleaning in important trains through train escorting staff of professional agencies.

Water supplied for various applications like taps on platforms and other passenger areas, for filling in coaches including pantry Cars etc. is periodically tested by Railway's Medical Department for bacteriological fitness and residual chlorine content for potability. Railway Tracks are maintained properly and works are carried out regularly depending upon the need. For ensuring safety of traffic, track is inspected regularly and corrective action taken promptly wherever required.

The steps being taken to improve operations and punctuality of the trains are as under:—

1. Intensive, round the clock monitoring of trains at all three levels *viz.* Divisional, Zonal Head Quarters and Railway Board.
2. Launching of punctuality drives from time-to-time.
3. Running of trains at maximum permissible speed subject to observance of safety limits and speed restrictions.
4. Improvements in Time tabling to provide a clear path.
5. Improvement in standard of maintenance of assets to reduce equipment failures.
6. Counseling and motivating staff to ensure punctual running.
7. Liaison with State Government to tackle the Law and Order problems and miscreant activities.
8. Up-gradation of technology of track, rolling stock and signaling.

The number of consequential train accidents during the last five years as under:

Year	No. of consequential train accidents
2003-04	325
2004-05	234
2005-06	234
2006-07	195
2007-08*	194

***Provisional figures.**

It may be seen from the above, the consequential train accidents have consistently declined from 2003-04 to 2007-08.